

# The Hong Kong Daily Press

No. 8432

五十一

HONGKONG, WEDNESDAY, DECEMBER 31, 1884.

號三十三

PRICE \$2 PER MONTH

## SHIPPING.

ARRIVALS.  
December 23, TITANIC, British, 1,273, Wm. Townsend, London, 19th August, General.

—MELCHERS & CO.

December 30, SALTER, British steamer, 252, G. Wright, Hartlepool 27th December, General.

—A. R. M. ARTY.

December 30, AMOY, British steamer, 314, De Egville, Shanghai 26th December, General.

—SIEGMUND & CO.

December 30, ZAFIRO, British steamer, 675, E. Talbot, Manila 27th December, General.

—RUSSELL & CO.

December 30, CHANNEL QUEEN, British bark, 600, Le Lachet, Whampoa 29th December, Ballast.—ED. SCHELLHAAS & CO.

December 30, CITY OF RIO DE JANEIRO, American steamer, 3,243, Wm. B. S. San Joaquin 22nd November, and Yokohama 23rd December, Hulls and General.

—P. M. S. CO.

December 30, NAMO, British str., 862, G. D. Pitman, Foochow 24th Dec., Amoy 26th, and Swatow 29th, General.—DOUGLAS LAFRAK & CO.

December 30, CHINTUNG, American str., 835, Winsor, Shanghai 27th Dec., General.

—RUSSELL & CO.

December 30, ORIENT, German bark, 400, W. G. Röder, Swatow 29th Dec., Ballast.—FOENIC CO. LIMITED.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

30TH DECEMBER.

Fookang, British str., for Shanghai.

Metleng, British str., for Yokohama.

Celest, Dutch str., for Amoy.

Electra, German str., for Singapore.

DEPARTURES.

December 30, TRAVERS, British str., for Swatow.

December 30, IPIGENIA, German steamer, for Swatow.

December 30, AMOY, British str., for Whampoa.

December 30, NATAL, French str., for Europe.

December 30, MENELAUS, British steamer, for London.

December 30, TAICHOW, British steamer, for Bangkok.

December 30, ANNA BERTHA, German bark, for Mantong.

PASSENGERS.

ARRIVED.

Per Zafiro, str., from Manila.—Messrs. R. H. & J. G. KING, from China.

Per CITY OF RIO DE JANEIRO, from San Francisco.—Mr. J. G. KING, Miss Alice Kipp, and 63 Chinese in steerage.

Per NAMO, str., from East Coast.

Per ZAFIRO, British steamer, for Amoy.

Per CHINTUNG, str., from Shanghai.—Chinese.

DEPARTED.

Per THALIA, str., for Amoy.—Mr. Nelson.

For FOOCHOW.—Mrs. H. G. Robertson.

DEPARTURES.

The British steamer Zafiro reported left Haiphong on the 27th inst., and had fine weather.

The British steamer Salter reported left Manila on the 27th inst., and had moderate monsoon and moderate seas throughout.

The American steamer Chintung reported left Shanghai on the 27th inst., and had light winds to Lemnook, when turned to port fresh North-westerly winds.

The British ship Titantic spoke on the 30th Sept. John Dohy, in lat. 32° S., long. 25° W., from Sydney to London; on the 26th Oct., Strivea, in lat. 38° S., long. 72° E., from New York to Calcutta; on the 23rd Nov., Louise, in lat. 7° S., long. 123° E., from Amsterdam for Hong Kong, 12 days out.

The American steamer City of Rio de Janeiro reported off San Francisco on the 22nd Nov., at 2.15 p.m., had a succession of strong winds and a heavy sea, was the whole passage. Arrived at Yokohama 21st Dec., at 8.25 p.m. Passage 28 days 12 hours. Sailed for Hongkong 23rd at 6.15 a.m., had a moderate weather most of the time. Arrived Dec. 30th at 6.30 a.m. Passage 6 days 12 hours.

The British steamer Namoo reported left Foochow on the 24th inst., and Amoy on the 25th, and experienced much N. & N.E. winds as far as Swatow. Left Swatow on the 29th from thence to port fresh N.W.W. winds and cloudy weather. In Foochow U.S. corvette Javanna, U.S. gunboat Monocacy, and German str. Wissmar. In AMOY, H. S. Champion, str. Fingal, and Amoy. In SWATOW, H. L. E. str., 240, P. C. H. str., Peichu, Choo, and Fokien.

SHANGHAI SHIPPING.

December 30, CHIN, British str., from Ningpo.

19, Foochow, British str., from Ningpo.

19, CHIN, Amoy str., from Chusan.

19, Hidewaki Maru, Jap. str., from Nagasaki.

19, Sual, British str., from Hankow.

19, Kumasaka Maru, Jap. str., from Kintetsu.

20, Newchung, British str., from Amoy.

20, Fushun, American str., from Hongkong.

20, Kintetsu, Amoy str., from Ningpo.

20, Kintetsu, British str., from Hankow.

21, Chang King, British str., from Ningpo.

21, Kintetsu, British str., from Hongkong.

21, Flintshire, British str., from Nagasaki.

21, Glenartney, British str., from London.

21, Ingol, British str., from Nagasaki.

22, Greatham Hall, British str., from Nasaki.

22, Peichu, British str., from Fookien.

22, Tien-tung, Amoy str., from Fookien.

22, W. G. D. V. str., British str., from Fookien.

22, Nierstain, German str., from Nagasaki.

22, Takasago Maru, Jap. str., from Jap.

22, Espiritu, British str., from Chempulu.

22, DEPARTURES.

19, Elsa, German str., for Nagasaki.

19, Naujus, British str., for Nagasaki.

19, Naujus, British str., for London.

19, Naujus, Amoy str., for Fookien.

19, Tien-tung, Amoy str., for Ningpo.

19, Kintetsu, British str., for Hankow.

20, Holow, British str., for Hongkong.

20, John P. O. str., British str., for Nagasaki.

20, John P. O. str., British str., for Fookien.

20, Kintetsu, Amoy str., for Fookien.

20, Wimara, German str., for Fookien.

20, Wimara, German str., for Fookien.

20, Wimara, German str., for Fookien.

21, Wimara



## COMMERCIAL INTELLIGENCE.

TUESDAY, 30th December.

OPIUM.

Quotations are—  
Malwa (New) . . . . . \$30 per pound; all of 1 catty.  
Malwa (2 years Old) . . . . . \$40 per pound; all of 1 catty.  
Malwa (3 years Old) . . . . . none  
Malwa (4 years Old) . . . . . 550  
Patna (New) . . . . . 625 to 650 per chest.  
Patna (Old) . . . . . 650  
Bengal (New) . . . . . 625 to 650

EXCHANGE.

ON LONDON—  
Bank Bills, Standard . . . . . 56½  
Bank Bills, at 30 days sight . . . . . 56½  
Bank Bills, at 60 days sight . . . . . 57½  
Credits, at 3 months' sight . . . . . 57½  
Documentary Bills, at 4 months' sight . . . . . 57½  
ON PARIS—  
Bank Bills, Standard . . . . . 450  
Credits, at 3 months' sight . . . . . 550  
ON BOMBAY—  
Bank Bills, 3 days' sight . . . . . 225  
ON CALCUTTA—  
Bank Bills, 3 days' sight . . . . . 225  
ON HONGKONG—  
Bank Bills, 3 days' sight . . . . . 754  
Private . . . . . 754  
Private 30 days' sight . . . . . 754

SHAKES.

Hongkong and Shanghai—Bank Shares—110

United Kingdom Society of Canton, Limited—  
\$400 per share or div.China Traders' Insurance Company's Shares—  
\$34 per share.

North China Insurance—Tls. 285 per share.

Yangtze Insurance Association—Tls. 135 per share.

Chinese Insurance Company, Limited—\$175 per share, ex-div.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—\$374 per share.

Hongkong Fire Insurance Company's Shares—  
\$324 per share. Sellers.

China Fire Insurance Company's Shares—\$367 per share. Sellers.

Hongkong and Shanghai Dock Company's Shares—  
\$33 per share, ex-div.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$34 per share premium.

Indo-China Steam Navigation Co.'s Shares—  
\$3 per cent. discount.China and Manila Steamship Company, Limited—  
30 per cent. discount.

Dongas Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—\$90 per share.

Hongkong Hotel Company's Shares—\$120 per share.

China Sugar Refining Company, Limited—104 per share. Sellers.

China Sugar Refining Company (Dealers)—  
nominal.

Luzon Sugar Refining Company, Limited—369 per share. Sellers.

Hongkong Ice Company's Shares—\$142 per share.

Hongkong and China Bakery Company, Limited—  
\$11 per share.Perak Tin Mining and Smelting Company—  
\$35 per share.

Selangor Sugar Cultivation Company—Tls. 35 per share.

Hongkong Rope Manufacturing Company, Limited—  
\$10 per share.

Chinese Imperial Loin of 1881—1 per cent. dis-

HONGKONG TEMPERATURE.

(From Messrs. Falcon &amp; Co's Register),

December 30th.

Instrument—1 sec.

Instrument—1 min.

Instrument—1 hr. (with 1 sec.)

Instrument—1 min. (with 1 sec.)

Instrument—Maximum

Instrument—Minimum

Instrument—Average (with 1 sec.)

SUN FIRE OFFICE.

The Undersigned are prepared from this date to

GRANT POLICIES AGAINST FIRE at the

Reduced Fire Rates, to the extent of \$50,000

on First-class Risks.

LINSTEAD &amp; DAVIS,

Agents.

Sun Fire Office.

Hongkong, 13th May, 1881. [13]

NOTICE.

QUEEN FIRE INSURANCE

COMPANY.

The Undersigned Agents for the above Company are prepared to ACCEPT RISKS on

First-class GODOWNS at 1 per Cent. Nett pre-

mium per annum.

NORTON &amp; CO., Agents.

Hongkong, 20th May, 1881. [14]

NOTICE.

THE CHINA FIRE INSURANCE COM-

PANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS

RISKS at 1 per Cent. and GRAN-

SUBANCES at Current Rates.

AGENCIES at the Treaty Ports of China

and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, 27th March, 1882. [18]

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS

MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation, are

prepared to grant Insurances as follows—

MARINE DEPARTMENT.

Policies issued at current rates, payable either here,

in London, or at the principal Ports of India,

China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at

current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding \$25,000,

at reduced rates.

HOLIDAY, WISE &amp; CO.

Hongkong, 26th July, 1872. [11]

THE MANHATTAN LIFE

INSURANCE COMPANY OF

NEW YORK.

156 &amp; 158, BROADWAY.

THE Undersigned having been appointed

Agents for the above Company are prepared to

take applications for LIFE INSUR-

ANCE at reduced rates.

PUSTAU &amp; CO.

General Agents.

Hongkong, 1st August, 1884. [112]

THE MAN ON INSURANCE COM-

PANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED) \$1,060,000.

BOARD OF DIRECTORS—

LUM SIN, LUM, ETC.

BAN HUP, ETC.

YOW CHONG PING, ETC.

CHAN LI CHOY, ETC.

Q. HOI CHUNE, ETC.

The Company GRANTS POLICIES of

MARINE RISKS at all parts of the World,

payable at any of its Agents.

Contributory Dividends are payable to all

Contributors of Business, whether they are

Shareholders or not.

WOOL LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, Queen's Road West,

Hongkong, 14th March, 1881. [123]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned Agents for the above Company, are prepared to GRANT IN-

SURANCES to the extent of \$55,000, on first-

class risks at current rates.

HONGKONG, 27th March, 1876. [10]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned Agents of the above Com-

pany, are authorized to INSURE against

FIRE at Current Rates.

GILMAN &amp; CO.

Hongkong, 1st January, 1882. [16]

CALEDONIAN FIRE AND LIFE

INSURANCE COMPANY.

ESTABLISHED 1803.

THE Undersigned having been appointed

Agents for the above Company are pre-

pared to issue Policies of Insurance against FIRE on the usual terms.

ARNHOLD, KARBERG &amp; CO.

Hongkong, January, 1882. [147]

NOTICE.

PRINTING OF EVERY DESCRIPTION

AT THE DAILY PRESS' OFFICE.

Particular attention is given at the Establish-

ment to COMMERCIAL and GENERAL JOURNAL

PRINTING, every description of which is

well executed.

IN THE BEST STYLE

and at

SUCH PRICES

as will bear.

FAVOURABLE COMPARISON

with

ANY IN THE EAST.

DAILY PRESS' OFFICE.

Hongkong.

## INSURANCES.

FIRE INSURANCE COMPANY, OF 1877.

IN HAMBURG.

THE Undersigned Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU &amp; CO.

Agents.

Hongkong, 18th January, 1884. [192]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

SIEMENS &amp; CO.

Agents.

Hongkong, 16th November, 1872. [12]

THE STRAITS INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG &amp; CO.

Hongkong, 5th November, 1882. [207]

FOR SALE.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES against FIRE at the

Reduced Fire Rates, to the extent of \$50,000

on First-class Risks.

L. B. BILLINGS &amp; CO.

Agents.

Hongkong, 5th November, 1882. [207]

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policy-

holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING.

31st DECEMBER, 1883.

T. H. ARNOLD, KARBERG &amp; CO.

Agents.

Hongkong, 5th November, 1882. [207]

## EXTRACTS.

## YOUTH AND AGE.

On lawns all white with daisies,  
Where we played long ago,  
New little birds are plucking  
The blossoms as they grow.  
New little hearts beat blithely,  
New little voices sing,  
And make the dear old garden  
With happy laughter ring.  
Are skies as blue above them  
As in the days gone by?  
Do hours all bright and golden  
In roses signify?  
Are flowers as fresh and fragrant,  
Is fruit as red and sweet,  
As when we trod the pathway  
With happy childish feet?  
For now the shadows lengthen,  
And we are growing old,  
And grief has chilled our spirit,  
With touch all icy cold—  
The sunlight does not cheer us  
With thills of long ago,  
Nor hearts that could kiss us  
With branches waving low.  
Yet who would move life's dial  
Back to the childhood days,  
To tread the same old footprints  
Through all their devious ways?  
Ah! no! though birds are few,  
And hair is turning gray,  
We look beyond, and upward,  
To the Eternal Day.  
Where we in heavenly gardens  
Shall all again be young,  
And join with happy voices  
In songs by angel song;  
In pastures where no shadow  
Chills with its mist and cold;  
And we shall re'er be weary  
And never more grow old.

But ch! the children's voices  
Calling among the trees,  
And ch! the happy laughter  
Borns on the cooling breeze;  
We leave the glee and singing,  
And little dancing feet  
That wander through the pathways,  
And make the old home sweet.  
We love the smile and dimples  
Around the rosy lips,  
And pray that no dark shadow  
That beauty may eclipse;  
That Christ will make the children  
Meet for His own dear fold,  
Among the blessed angels,  
Who know no growing old.  
JESSIE DENT, in *St. Giles' Parish Magazine*.

## BOGOSLOF VOLCANO.

The account following was written by Lieut. Latta, of the U. S. Revenue steam cutter *Corsair*, and is so full of details that there is little to be said in connection with a sea trial recently made to the Bogosloff volcano. The *Corsair*, on her return from the north, again proceeded to Bogosloff, and through the courtesy of Captain Healy and the officers to writer was permitted to take part in the work. In the first place soundings were taken and found to have altered materially about the spot where the cutter anchored in the spring of this year. Where 5 fathoms of water formed the previous limit, 13 were now obtained. The coast line had also altered, owing to the crumbling away of the higher and more perpendicular portions of the volcano, two-thirds of which were still visible, the steam and sulphurous vapours being so dense. Smoke there was none, and so far as I could judge, never had been, or no traces of any true smoke were visible. The volcano was said to be a purely mud volcano. At the several points eight were taken; it was impossible to obtain anything accurate, but a mean of our observations showed the volcano to be 450 feet. Lieutenant Doty and myself proceeded to photograph the wonder, and obtained good results, considering the unfavourable circumstances. Copies of these views Lieut. Doty has kindly promised to send to me on their completion. No one having as yet ascended this terrestrial inferno, I fell anxious to be the first to do so, and induced Dr. James to accompany me. We started to ascend from the north side, which had the appearance of being the best road, and we found it fairly easy for the first 100 feet, when we came to dangerous ground, soft hot mud patches, large rents, etc., which we were obliged to leave over, landing on the opposite side, among the mud and sometimes hot sulphur, and solid boulders cracked in a thousand places; while vast apertures were formed for the escape of the imprisoned steam and vapours generated below, burning our feet and blistering our hands. We arrived at the summit half choked with the grass around us, and finding we could see nothing of the shape of the mountain we hurried down as quickly as possible, but found it not such an easy job as going up, owing to the loose stones, etc., following us, as if they were too anxious to leave. Returning on board with our rough notes we proceeded to sea and left the desolate island to the sea lions and birds.

## THE OLD VOLCANO—WATER-POWL AND SEA-LION.

The old volcano is an irregular pile with the same altitude as the new one, and a diameter of a quarter of a mile at the base. In some places the sides are perfectly perpendicular for a distance of more than three hundred feet; in others there is a slight overhanging, and at no point does the incline offer any facilities for scaling its face, except ladders. Five or six jagged peaks grow on the top. The cliffs are literally alive with water-fowl—killiwakes, auk, fulmar, and gullion—the last-named predominating. A large number of sea-lions infested the beach at the foot of the cold volcano. It has been known as one of their favourite resorts ever since the final stage of its formation. The island is destitute of vegetation, and the presence of a large proportion of alkali would seem to preclude any possible growth of that kind.

## "WATER-POWL" AND THE OLD VOLCANO.

The old volcano is an irregular pile with the same altitude as the new one, and a diameter of a quarter of a mile at the base. In some places the sides are perfectly perpendicular for a distance of more than three hundred feet; in others there is a slight overhanging, and at no point does the incline offer any facilities for scaling its face, except ladders. Five or six jagged peaks grow on the top. The cliffs are literally alive with water-fowl—killiwakes, auk, fulmar, and gullion—the last-named predominating. A large number of sea-lions infested the beach at the foot of the cold volcano. It has been known as one of their favourite resorts ever since the final stage of its formation. The island is destitute of vegetation, and the presence of a large proportion of alkali would seem to preclude any possible growth of that kind.

## THE MOUNTAIN'S POSITION.

Only two observations were obtained, as the sky was overcast during the greater part of the day. These gave the position of the island latitude 55° 55' north, and longitude 168° east. No sash was found in the vicinity, although one is shown on the chart as extending from the north end of Oumakalak island to Bogosloff.

In the afternoon the volume of smoke and steam was much heavier, enveloping nearly the whole of the volcano. With a short puff or two it would rise to a height of 1000 feet above the other more steady stream. This increase was noticed to continue as long as the place was in view. At dark the weather became somewhat overcast, the sun being obscured, and a heavy black cloud overshadowed the village. The smoke, however, was still visible, covering the earth with a mixture of snow and ashes, coming from the volcano.

## EXPLORATION OF THE VOLCANO.

To examine the new volcano was a part of

the mission of the revenue cutter *Thomas Corwin* during its present annual cruise, and your correspondent had the pleasure of accompanying the expedition. We sailed from Oondakale on the evening of the 20th for that purpose. The distance is about seventy miles. At daybreak yesterday morning the smoking island was in sight, and two hours later the vessel rounded to, lowered a boat and sent in a landing party.

## APPEARANCE OF THE VOLCANO.

The first attention of everybody was naturally given to the new volcano, and it was closely watched for signs of an impending eruption. The summit could not be seen, owing to the smoke and steam that arose from the mass continuously, lingering about the top, and drifting away to leeward in a steady stream. From numerous fissures in the sides of the cone, jets of steam issued; in some cases the flow was steady, and in others intermittent. Involuntarily, we listened for the clangor of engines and the hissing noise which usually accompanies the escape of steam, but death-like stillness prevailed. We landed on fine, sandy beach, at the foot of the declivity, and went clambering up towards the summit. The slope is irregular, but comparatively gradual and the surface uneven. In the ascent, we picked our way around fissures in the rock, and around blocks of sandstone, measuring from ten to twenty feet square, over piles of huge boulders and strips of firm layers of sand and through masses of fine pumice ashes, into which we would sink to the depth of a foot or more. The materials of which the island is composed are of a most diversified character—all the debris of one of the explosive eruptions. The combustion has been perfect, however. Not the slightest trace of cinder remains.

## INTENSE HEAT—A THERMOMETER COLLAPSES.

At an elevation of some two hundred feet our progress was checked by jutting crags and masses of hot vapour. At that point the rocks were quite warm, although the temperature of the sand at the base was 45° air 44°, and sea-water 43°. On starting we carried an ordinary Fahrenheit thermometer for the purpose of ascertaining the temperature at different places, but I am unable to give the exact degrees of heat at the highest point reached, owing to the fact that we tried the first steam jet. Placed on the loose stones and sand near the orifice, the thermometer registered 166°. The bulb-end was then inserted in the opening. In a jiffy the mercury rose to 230° and the bulb burst. Soon afterwards the solder was melted, and our instrument collapsed entirely.

The stones about these steam jets exhibit deposits of iron and sulphur, and patches of comparatively pure sulphur in a pasty condition were found on the adjacent surface. No noise whatever was made by the escape of steam. It was attended usually by a strong sulphurous odour.

The first ascent was made from the southwest. An inspection of the north-east half of the cone, revealed a steamer, but more regular, incline, greater uniformity of material and a more even surface. In the latter place are but few boulders, and only an occasional block of sandstone. Small pieces of shale covered with pumice ashes and alkali dust are the predominant features.

## CONDITION OF THE CRATER—CHANGER IN THE VOLCANO'S FORM.

Careful scrutiny from all points failed to inform us as to the present existence of a well-defined crater. A deep cut marked the southwest side, and two or three distinct depressions were made out when the cloud of steam was highest. It is probable that a portion, if not all, of the wall of the crater had crumbled away. Whether, like its near neighbour, this volcano will continue to smoke, and make such a noise, it ought not to be pained to say.

THE EXPRESSION IS PROFOUND OF THE DISSONANCE.

A radical change of form has taken place since the last fall, for it was then very small at the base and about a thousand feet in height; whereas, the diameter at the base is now half a mile, and its altitude about four hundred and fifty feet.

## CHANGES IN THE VOLCANO.

To our surprise we found, instead of two islets and the detached pinnacle, an island a mile and a quarter in length and half a mile in width, trending from the south-east to the north-west (triangular). In the middle is Ship Rock; at the north-western extremity is the new volcano, and near the other end is the old one. A narrow strip of scorched sand and gravel is the connecting link. The latter form, also, must have taken place since last fall at the last eruption.

## SHIP ROCK—THE "CORWIN'S" INSCRIPTION.

Ship Rock is a rectangular pile of basaltic rock, some eighty feet in height. Barnacles adhere to the lower part; its surface is discoloured by age and the action of salt water, and it is in all probability the oldest in formation of the three structures.

It is evident that the beach around it has been formed recently. On this rock was placed the inscription "U. S. S. *Corwin* Captain M. A. Healy, May 21, 1884" for the benefit of our party is undoubtedly the first ever made at this place. To the best of my knowledge, the former isle of Corwin, pretty women can always eat a hearty breakfast.

## THE CRAZE FOR SMALL FETE.

PARISIENNE—NEW-YORK—DECIDE TO HAVE THREE DAYS OUT.

The competition between, indeed, in the matter of small, feet has become so intense that they are visiting the consulting-rooms of prominent surgeons asking to have their toes amputated, so that they may be able to get into boots of the smallest compass possible, says the Philadelphia Press. Professor William H. Pancoast, of the Jefferson Medical College, has, during the past month, called upon, by three men and one woman, all of them making singular requests.

In every instance he refused to perform the operation, and who would be patients over disgusted. The idea of the woman that is in good physical health exhibits all the beauty in the early morning that her features are capable of expressing, the one whose organic life is deranged is at this period of the day at her worst. There is no better proof of a woman's health than her ability to eat a hearty breakfast, and it might almost be said that a woman is not a woman if she cannot do this.

WHILE THE WOMAN THAT IS IN GOOD PHYSICAL HEALTH EXHIBITS ALL THE BEAUTY IN THE EARLY MORNING THAT HER FEATURES ARE CAPABLE OF EXPRESSING, THE ONE WHOSE ORGANIC LIFE IS DERANGED IS AT THIS PERIOD OF THE DAY AT HER WORST.

With the woman that is in good physical health, her emotions are placid, that is, a natural elation of the emotions, placid, doubtless, for not to exist, but far more pleasant to those to whom it is manifested.

If, on the contrary, she has slept badly, has suffered from nightmare, in consequence of a feeble digestive system, her eyes are dim and dull, and watery, her face is haggard, her intelligence is then at its maximum, and she feels the recklessness that is not generally the result of sound, healthy sleep, and that is only a natural elation of the emotions, placid, doubtless, for not to exist, but far more pleasant to those to whom it is manifested.

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